AND

European Subscribers to the Honghong Telegraph are, from

SEE BELOW.

New Series No. 248

日十初月二十年一十二緒光

FRIDAY, JANUARY 24, 1896.

號四廿月正英港香 五拜禮

\$1,000

THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA LIMITED.

HEAD OFFICE:-HONGKONG.

Court of Directors;--ChowTung Shang, Esq. D. Glilles, Esq. H. Stolterfaht, Esq.

Kwan Hoi Chuen, Esq. Chan Kit Shan, Esq. Chiel Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent. Hongkong, 23rd October, 1893. THE MERCANTILE BANK OF

INDIA, LIMITED. AUTHORISED CAPITAL£1,500,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST ALLOWED -- on -- CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Dally Balance.

ON NEW FIXED DEPOSITS :-For 12 Months..... per cent. DEPOSITS RENEWED ON OLD TERMS. J. W. R. TAYLOR,

Manager, Hongkong. Hongkong, 18th December, 1895.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :- LONDON.

RESERVE LIABILITY OF SHARE-INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent. T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 16th September, 1895. HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$10,000,000 RESERVE LIABILITY OF PROP'TORS ... \$10,000,000 COURT OF DIRECTORS:

J. Kramer, Esq.—Chairman. A. McConachie, Esq.—Deputy Chairman. Hon. J. J. Bell-Irving. | S. C. Michaelsen, Esq. D. R. Sassoon, Esq. G. B. Dodwell, Esq. M. D. Ezekiel, Ezq. N. A. Slebs, Esq. R. M. Gray, Esq. R. Shewan, Esq. CHIEF MANAGER:

Hongkong-T. JACKSON, Esq. MANAGER : Shaughal-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED, HONGKONG-INTEREST ALLOWED

On Current Account at the rate of 2 per Cent, per Annum on the daily balance, INTEREST ON FIXED DEPOSITS:

For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Aunum. For 12 months, 4 per Cent. per Annum. T. JACKSON,

Chief Manager. Hongkong, 23rd December, 1895.

HONGKONG SAVINGS BANK.

HE Business of the above Bink is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be

obtained on application. INTEREST on deposits is allowed at 34 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND

SHANGHAT BANK to be placed on FIXED DEPOSIT at 4 PER CENT, per sunum. For the HONGKONG AND SHANGHAI

BANKING CORPORATION, T. JACKSON, Chief Manager,

Hongkong, 1st August, 1895.

Amusements.

TYMNASTIC COMPETITIONS

THE VICTORIA. RECREATION CLUB THURSDAY and FRIDAY, THE 30TH AND 31ST INST. PRCGRAMME:

HORIZONTAL BAR, PARALLEL BARS, VAULTING HORSE, RINGS, RUNNING, HIGH JUMP, and ROPE CLIMBING.

Boxing-(middle, light, and feather weights) and FENCING. Names of Members intending to compete to be sent in to the Steward before the s7th instant. Houghong, 18th January, 1806.

Notice of Firms.

NOTICE.

NTOTICE is hereby given that Mr. ALFRED F. O. KRAUSS

Mr. PHILIPP BERNHARD SCHMACKER retired from our FIRM on the 31st December,

Mr. FRIEDRICH CARL PAUL Sachse. M. CHARLES ERNEST RAYNER

Mr. GUSTAV ADOLPH DEGENER

BONING have To-day been admitted Patiners. CARLOWITZ & Co. Mosskong, Hamburg & China/"

Intimations.

BELL'S ASBESTOS KASTERN AGENCY, LIMITED. 28; Queen's Road Central.

Sole Rattern Agents for SPHINCTOR GRIP ARMOURED HOSE. SMOWDON, SONS & Co. "SNOWDRIFT" MANT.

Sole Eastern Agents for THE NEW WIRE WOVE ROOFING Co. THE ALUMINIUM & GENERAL FOUNDRY Co.



PACKING

SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.

ASBESTOS PACKINGS of every description. ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c. ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES. CANVAS CORE PACKING (Tack Form). SPECIA'. ENGINE and CYLINDER OILS ASBESTOLINE, the most economical lubricant. ALL GOODS BEARING TRADE MARK GUARANTEED. W. JACKSON, Manager.

Hongkong, 26th September, 1894.

MOUNT AUSTIN

1.100 FRET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS. "Excelsion, " Hongkong,

TELEPHONE, A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

DINNER AT 8 P.M. TIFFIN AT I P.M. ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DIMING-ROOMS.

For further Particulars apply to THE MANAGER, MOUNT AUSTIN HOTEL.

Hangkong, 27th July, 1295

EXPLOSION IMPOSSIBLE. JASTRAM'S PATENT GOLDEN MEDAL

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

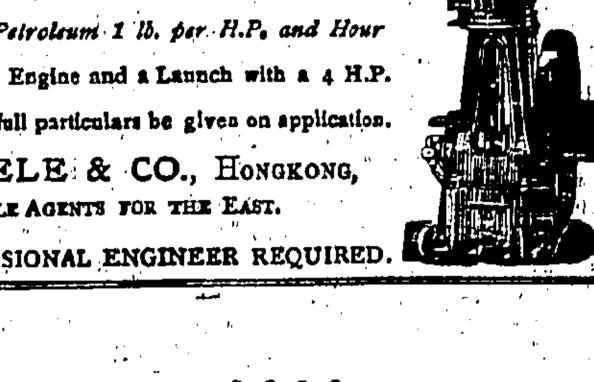
WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., Hongkong, SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.





THE CLUB HOTEL, 5. BUND, YOKOHAMA.

YOKOHAMA.

HOTEL METROPOLE. I. TSURIJI, TORYO.

LIRST CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal ENTIRE FOREIGN MANAGEMENT

Experienced English matron in attendance. The Hotel steam-launch with European Agent attends arrivals and depastures ; every secistance gives in clearing luggages and affording information. Passengers are met at the

Rallway Station. VISITORS have the option of messing either in Tokyo or YokoHAMA, without extra Charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER

on the Premises.

Certified Guides are in attendance at both Hotels. THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

L. DEWETTE, Manager, V. SIOEN, Manager,

🦰 IGARETTES.

Intimations

ONE THOUSAND \$1,000 DOLLARS

> INSURE YOUR LIFE AGAINST FATAL ACCIDENT BY SUBSCRIBING...

THE HONGKONG TELEGRAPH

SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY THE SUM OF

\$1.000 MEXICAN

he legal representatives of the European, holder of this Couron, in the event of his death by Accident on or before, the 3141 March 1896 while on land within the confines of Hongkong or any Treaty Ports of China or JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears to the List of European Subscribers to the "HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st March 1896; that the premiums thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only will be paid in respect of any one death.

This premium is paid quarterly in advance by the Proprietors of The Houghout Thiograph.

J. Y. V. VERNON, ACENT.

Hongkong, 1st January, 1896.

FOR SALE H. MUMM & Cos CHAMPAGNE.

In cases of 2 doz pints\$35 per case. -1 # Quarts\$33

SHEWAN & Co.,

Hongkong, 13th May, 1805,

BRAUN'S EXPORT" BEER.

TO BE OBTAINED PROM

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.

Head Office :- 8, D'Aguillar Street, Hongkong.

Hongkong, sand January, 1896.

R. G. HOPKINS, Manager.



CALDBECK: MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS. 15. QUEEN'S ROAD.

CHAMPAGNES,

SHERRIES,

HOCKS; RUM, MOSSELLES, GI 45,

PORTS CLARETS, BURGUNDIES,

WHISKIES;

LIQUEURS, WHITE WINE, BRANDIES. BITTERS, ALES & STOUTS?

Hongkong, 6th December, 1895.

HONGKONG BUTCHERY Nos. 11, 18 and 18 Central Market.

TORIME BEEF and MUTTON. CORNED BEEF and TONGUES:

AUSTRALIAN PICKLED HOG'S TONGUES. AMERICAN BUTTER in Rolls and Pate. GAME: &c..

BEF SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION. AND

Hongkong, 3rd December, 1805. HONGKONG, CANTON AND MACAO. STEAMBOAT COMPANY, LIMITED AND REDUCED.

NOTICE TO SHAREHOLDERS.

with a Statement of Accounts, declaring a 1805, The, REGISTER of STARES, will The, REGISTER of STARES.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 31st instant, By Order of the Board of Directors,

T. ARNOLD, Secretary. Hongkong, reth January, 1806. ADDRESS AND TESTIMONIAL TO

DR. CANTLIE.

CUBSCRIPTIONS, not to exceed \$5, are Invited for the purpose of presenting some suitable Testimonial to Dr. CANTLIE on his departure from the Colony, in Recognition of Services rendered to the Community during his residence of some Nine Years in Hongkong. at Subscription Lists will be found at the HOMGe KONG AND SHANGHAI-BANK, the CHARTERED BANK, Messes LANE, CHAWYORD & Co. Messes. A.S. WATSCOUR-CO., MOSETS KELLE & WALSH, 14. THE HOMOROMS CLUB and THE HOMO-KONG HOTEL

formed for the purpose of making the prese Mr. THOMAS JACKSON: The Heat Dr. HO KALL Mr. H. W. MODY, J. PRANCIS, O.C. WEITENBAD. C MURRAY ADAMSON,

The Undermentioned Committee has been

I. TATAM THE WEST POINT"BUILDING

COMPANY, LIMITED.

TOTICE is thereby given that the SEVENTH : ORDINARY YEARLY THE FIFTY NINTH ORDINARY HALF- MEETING .. of SHAREHOLDERS Jan this HOLDERS in the COMPANY will be held at the OFFICES, Victoria Buildings, on MONDAY, the OFFICE of the COMPANY, No. 18, Bank Buildings, 3rd February, 1896, at 12 o'clock (NOOM), for the Queen's Road Central, on FRIDAY, the 31st purpose of Rec lying the Report of the Board instant, at 12 o'clock Noom, for the purpose of of Directors, together with the Statement of tecciving an Report of the Directors, together Accounts for the year ending stat December,

> CLOS D from MONDAY, the 27th January, to MOMDAY the 3rd February, 1896, (both days inclusive, during which period no Transfer of Stares can be registered.

By Order of the Poard of Directors, A. SURLTON HOOPER, Secretary to the .. Hongkoog Land, Investment and

Agency Company, L'mited. General Agents for the West Point Building Company, Limited. Honghong, 17th January, 1846,"

HONGKONG ICE COMPANY, LIMITED The pipteenth ordinary annu/

In MERTING of SHARBHOLDERS WILL be held at the OFFICES of the COMPANY Pedder's Street, at NOOK pp. WEDNESDAY, Transfer of Shares can be registered." the 5th February, to receive, a Statement of the Company's Accounts to the grat December 1809, and the Report of the Central Managers. THE TRANSFER BOOKS of the Compuny will be: CLOSED from the retth lastent to the 1th proxime, both days incidalysof and the JARDINE MATHESON & CL

Sugar General Mannears, Long

Insurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1884.

NET ANNUAL FIRE PREMIA...... 757,478 I-I-AVING becamappointed AGENTS of the above Company we are prepared to

accept-EUROPEAN and CHINESE RISKS

at CURRENT RATES. HOLLIDAY, WISE & Co.,

Hongkong, and Jenuary, 1806 NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG. THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at

CURRENT RATES. SIEMSSEN & Co. Hongkong, 28th May, 1895.

NOTICE.

THE MAN ON INSURANCE COMPANY, CAPITAL SUBSCRIBED\$1,000,000

The above Company is prepared to accept-MARINE RISES AT CURRENT RATES ON GOODS Ec. Policies, granted to all Parts of the world payable at any of its Agencies,

> CHAU TSEUNG FAT, Secretary. HEAD OFFICE. No. 2. QUEEN'S ROAD WEST.

Banchane, with Man, 1804. GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } \$833,333-33-EQUAL TO RESERVE FUND \$318,000.00. BOARD OF DIRECTORS.

LEE SING Esq. LO YEUR MOON, Esq. LOU TSO SHUN, Eag, MANAGER.—HO AMEL

MARINE RISKS on GOODS, &c., takon at CURRENT RATES to all parts of the

World.

HEAD OFFICE, 8 & 0, PRAYA WEST. Peroband, 19th December, 1884



JURY LIST, 1896. TOTICE is hereby given that Pursuant to the Provisions of Section 6 of THE JURY CONSOLIDATION ORDINA CE NO. 18 OF 1887. I have on the 23rd instant caused to be posted, at the CHIEF ENTRANCE to the COURT HOUSE, a

LIST of all PERSONS ascertained by me to be Hable to serve as JURORS. The said List will remain so posted until the 5th proximo, in order that any Person may apply by notice in writing to me requiring that bis Name or the Name of some other Person may be respectively either added to or struck off from the said List upon cause to be duly assigned is such notice.

F. A. HAZELAND, Acting Registrer.

Registry Supreme Court, Hongkong, 23rd January, 1806.

COMPANY, LIMITED. TOTICE is hereby given that an EXTRA. ORDINARY GENERAL MEETING of the COMPANY will be held at its REGISTERED OFFICE, No. 9, Praya Central, on TUESDAY. the 28th day of January instant, at 12 Noor, when the Subjoined Resolution which was pa sed at the Extraordinary General Meeting of

the Company held on the rath of January inst.

HONGKONG BRICK AND CEMENT

will be submitted for Confirmation as a Special Resolution, vis :-"That the Hongkond Brick and "CEMENT COMPANY, LIMITED, be wound "up voluntarily under the Provisions of the "Companies Ordinances 1865 to 1800; and "that CREASY EWENS of Victoria in the "Colony of Hongkong be and he is hereby

"appointed Liquidator for the purposes of "such winding up." Dated the 12th day of January, 1896. W. A. DUFF, Secretary,

NOTICE.

reference to the above Notice the Business of the COMPANY will not be interrupted and Orders will be received as heretofore by the W. A. DUFF

Secretary. THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TOTICE:://www.by.cgiven_that "the-i SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE, Victoria Buildings, on THURSDAY, the 30th January, 1896, at 12 o'clock (Noon), for the purpose of Receiving the Report of the Board of Directors, together with a Statement of Accounts for the Twelve

Months ending just December, 1895. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY the agth January to THURSDAY the 30th January, 1806. (both days inclusive), during which period me

By Order of the Board of Directors, A. SHELTON HOOPER. Secretary to the

Hongkong Land Investment and

Agency Company, Limited, Agents for the Kewleen Land and Belldings Co., Ltd.

Loudiana 15th January / 18cd.

to pressure and strongth of material.

From the date of the adoption of these

rules in practice there have been many

cases in which vessels constructed in

strict accord ace with them were exposed

to the severest tests from collisions or

otherwise, and while up to 1892 there was

a list of thirty-three steamers whose

bulkheads had been exposed to and

successfully resisted a heavier strain,

there were no instances in which a vessel

with her bulkheads constructed in accord-

ance with the new rules had foundered at

sea or been lost through the failure of her

bulkheads. In a paper read by Mr.

MARTELL (Chief Surveyor for Lloyds) at a

meeting of the Institute of Naval Architects

in 1892, the thirty-three steamers were

specifically mentioned and Mr. MARTELL

is reported to have said as follows :-

"I know of no authentic recorded case of

a bulkhead so fitted, having given way

under maximum pressure; but many

cases can be instanced of vessels having

had compartments filled reaching port in

safety due to the bulkheads withstanding

the strain brought upon them. Amongst

such cases may be mentioned the following

-vessels-which, after-collision, grounding,

or other causes, had one of the compart-

port of safety with the bulkheads intact.

The above thirty-three steamers were

built to the requirements and classed in

Lloyd's Register. Of these, nineteen had

been in collision with other vessels, and

grounding or other causes. In each case

a compartment had been filled with water,

but the bulkhead was sufficiently strong to

prevent rupture, and they all arrived at

a place of safety and were prevented from

paper read at the same meeting by Dr.

ELDAR, confirming the view taken on the

"There may not be the same quantity of

experimental data available for regulating

the strength of ordinary divisional

bulkheads, because bulkheads of this class

are rarely subjected to the strain of having

to retain water in a compartment for a

long time. Many persons have feared, as

Mr. Martell says, that these bulkheads are,

or were, sometimes useless in the event

of the vessel being bliged; and it is

satisfactory to see the list of thirty-three

steamers given by him which have reached

port safely, after collision or other

accident, with a compartment full water

and the bulkheads intact. There appears

no sufficient reason to doubt that the

ordinary bulkheads of ships as now fitted

are strong enough for what is required of

It is very gratifying to find that although

by profession Admiral MAKAROFF is a

destroyer of human life he has, nevertheless,

given so many of the years of his life, and

so much care and attention, to devising

means for the saving of life. The whole

human race are his debtors, but especially

that portion of it which goes down to the

TELEGRAMS

REUTER'S MESSAGES

OBITUARY.

THE PROPOSED EXTENSION OF THE

MONROE DOCTRINE.

RUSSIA AND CHINA.

(From L'Avenir du Tonkin.)

THE ABYSSINIAN CAMPAIGN.

The Abyssinians have attacked the Italian

force at Makelle, but were repulsed with great

A NEW COMMANDER-IN-CHIEF,

General Dods has been nominated Com-

[It will be recollected by our readers that this

officer commanded the French expedition to

FRANCE AND ENGLAND.

LOCAL AND GENERAL.

H.M.S. Perpoles and Ralmbow are at Magazaki.

1895 amounted to \$59,960,355. The exports

for the same period were valued at \$58,946,460.

THE Indo-China Co.'s steamer Onsang was

floated yesterday, and has been taken to the

THE N. C. Daily News learns that the

contract for the transfer of the Hanyang Jim.

works to a French syndicate, of which M. de

A much better feeling exists between France

mander-in-Chief of the Forces in Indo-Chins.

Dahomey about three years ago.]

PARIS, January 15th.

PARIS, January 15th.

A Russo-Chinese Bank has been formed in

The resolution for the extension of the

fever contracted in Ashanti.

not likely to pass.

Asiatic cities.

slaughter,

and England.

command

the milch cows in Japan,

Prince Henry of Battenburg has died from

LONDON, January 22nd.

We give another extract from another

oulkheads."

sea in ships,

ments filled with water and reached

ARMOUR'S BEEF JUICE

PREFERRED TO ANY OTHER MAKE BY THE PHYSICIAN AND PUBLIC.

BECAUSE THEY KNOW THAT GOOD RESULTS FOLLOW ITS USE.

A_SPECIALITY FOR INVALIDS.

THE PULSE QUICKENED

REQUIRES NO DIGESTIVE EFFORT

HEART'S ACTION STRENGTHENED

INVALUABLE IN THE SICK ROOM.

SOLE AGENTS :-WATKINS & CO.,

Hongkong, 23rd January, 1896.

APOTHECARIES' HALL, 66, Queen's Road Central

To-dan's Advertisements.

ZETLAND LODGE,

A NEMERGENCY MEETING of the above LODGE will be held in the FREEMASONS HALL, Zetland Street, THIS EVENING, the 24th instant, at 8.30 for o o'clock precisely. Visiting

Brethren are cordially invited to attend.

Hongkong, 24th January, 1806.

THE Company's Steamship

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW. (Taking Cargo and Passengers, at through rates for CHIFOO, HANKOW and PORTS on the YANGTSZE.)

"LOKSANG. Captain Moncur, will be despatched as above TO-MORROW, the 25th Instant, at 3 P.M. For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, 24th January, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAL THE Steamship

"HANGCHOW." Captain Bennett, will be despatched TUESDAY, the 28th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, 24th January, 1806. "GLEN" LINE OF STEAM PACKETS. FOR MARSEILLES AND LONDON. VIA SUEZ CANAL.

THE Steamship

"GLENESK." Captain Webster, will be despatched as above on or about WEDNESDAY, the 5th February For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, 24th January, 1806.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED VICTORIA DISPENSARY. HONGKONG.

AERATED WATERS.

CIMPLE AERATED WATER.

CODA WATER. EMONADE.

GINGER ALE.

CARSAPARILLA.

D ASPBERRYADE, &c

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

other Large Consumers. Any complaints should be addressed to the Hongkong, 3rd May, 1800,

WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all inter mediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY,-Excellent Dinner and After Dinner true Xeres Wines,

CLARET.—Our Clarets, including the lowest that bulkheads were now constructed as is generally the case with Chesp Wines. as the result of slaborate calculations as signed. "For ways that are darke status or

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.-All our Whisky is of excellent quality and of greater ago than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local conneisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the remainder had been bilged from the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. Hongkong, 10th January, 1806.

DEATHS. AtlShanghai, on the 18th January, Thomas BROWNE, aged 33 years. At Chicklang, suddenly, on the 17th January, subject by Mr. MARTELL: WILLIAM INNES, late Master I.-C.S.N. Co.'s steamer Kutwo, aged 39 years.

HONGKONG, FRIDAY, JANUARY 24, 1896.

ADMIRAL MARAROFF'S INVENTION.

As pointed out by Mr. Whiting at the meeting held yesterday in the rooms of the Chamber of Commerce, H. E. ADMIRAL MARAROFF is the first who has devoted his time and attention to devising some means by which, in the case of a collision, the ramming vessel (and in almost every case of collision one of the two vessels acts as a ram) can be herself so fitted that no serious damage involving the risk of foundering shall be done to the other. All previous efforts have been directed [199 | towards making the vessel rammed either impervious to the stroke or so to construct her that, although cut into and opened to the action of the sea, the water could not so far obtain the mastery as to involve the loss of the vessel. It has been assumed as certain and beyond prevention that if the stem of one ship or steamer comes, ever so slightly, in contact with the side of another the latter will be cut into, and therefore all the proposals that have been brought forward and all the improvements that have been carried out in the construction of ships and steamers have been with a view to obviate the effects of this incision. ADMIRAL MARAROFF has devoted his attention to the study of the means by which the ramming vessel may be so guarded and defended that her stern will not, when a collision occurs, cut into or through the sides of the opposing vessel. He demonstrated very clearly that a comparatively small and inexpensive alteration in the construction of merchant vessels would render them almost entirely harmless. Perhaps we should have used the word addition instead of alteration. He proposes, outside and beyond the stem, Special terms to HOTELS, CLUBS, MESSES and to construct a nose of strong but light material with the frame filled with some soft material like cotton, which, on coming into contact with the side of the colliding 116to vessel would yield to the pressure, would spread out, give back and assume a form which would cause the pressure exerted by the ramming vessel to expend itself over a large surface and not along a single line. He was able to justify his opinion as to the value of such a protective arrangement by the results of experiments made by the Russian fleet a few years! ago, when ramming practice was carried out with vessels of three or four hundred tons displacement and going at a speed of six or seven knots in perfect safety, the vessels being protected all round by a fender made of branches of trees worked up into a rough rope of about a foot in diameter. He had also experimented on a small scale with models and had thus verified his calculation.

In commenting on the means adopted RINDERPIST is causing numerous deaths among at the present moment to obviate the effect of collisions in passenger steamers he expressed an opinion that the larger bulk- THE Hongkong Cricket Club will play the heads to be found in such vessels were not | Peak Club to-morrow, commencing at II a.m. sufficiently strong for the purposes for which they were designed and that they were not adequately tested. He was of opinion that they should in every case be tried by the filling of the entire compartment with water, and that until that method of testing was adopted there was no certainty that these bulkheads would, on an emergency, be found efficient. Mr. WHITING, Constructor to the Naval Yard, H.M.S. Immortalite, now at Singapore, is due in a short speech questioned the correct- here on the 1st or and prox. She is a sister-ship ness of the Admiral's opinion on this of the Nardisws. Captain Edw. Chichester is in Wines of very superior Vintages. All are point and, while admitting that the most perfect test would be the water test suggested by the Admiral, pointed out priced, are guaranteed to be the genuine under rules formulated by the Board of product of the juice of the grape and are not Trade and by Lloyds as the result of Martens, the author of the Wooseng cinal artificially made from raising and currents, close and careful study of the subject, and | scheme, is the representative, has actually been

THE libel suit, Phys Kral w. Stam Free Press is reported to have ended, on appeal to the Supreme Court at Singapore, in a verdict of \$100 and costs sgainst the offending newspaper.

AN emergency meeting of Zetland Lodge, No. 525, E.C., will be held in the Freemasons' Hall Zetland Street, this evening, at 8.30 for a c'clock precisely. Visiting brethren are cordially invited.

FOR snatching a silver hair-pin from a Chinawoman who was walking along Queen's Road yesterday a young coolie was this morning sentenced to two months' imprisonment and two whippings of twenty strokes each.

THE steamer Bonnington has been temporarily patched on one side and pumped dry, and now lies at anchor in Yau-ma-ti Bay, where she will remain until instructions are received from home as to what it to be done with her.

THE Russian Press continues to urge the advisability of leasing the island of Pulo-Way, on the north coast of Sumatra, from the Netherlands Government. . It would probably be a great advantage for Russia to have a coaling station in the East-Indian Archipelego.

THE Singspore Acting Municipal Engineer notes, according to the Free Press, that the working of joining up mains for which a local firm put in a tender of \$900 was done departmentally for \$395, including some extra work, which would have increased the former amount. Does the Hongkong, P.W.D ever try to save money in this way?

HONGKONG is finished ! At least so say some Chinese because a peculiar optical illusion was in evidence at 5 to-day extending from the Peak flag-staff direct towards foundering, due to the efficiency of the beavens. It looked to the naked eya-like a long and narrow- column of smoke-about three times the circumference of the fiagstaff, and was in the opinion of some witnesses somewhat similar in appearance to a distant

How great a price a country has to pay, if ! goes to war without adequate preparation, is well shown by a paper of Mr. Giffen on the cost of the Franco-German struggle of 1870-1, says The Navy League Journal. That war caused France a loss of £695,000,000, whilst Germany secured an actual gain of no less than £174,000,000. The direct expenditure upon the war was for France £164,000,000; for Germany £60,000,000. The loss to France was no less than £19 per bead of the population, or £76 per household. "Such," concludes the writer, "is the difference made to a country, firstly by being unprepared, and so having to spend more hastily; and secondly, by being the seat of the war."

IT is reported in native official circles at Shanghai that owing to the denunications of a Consor against the Chihli expectant Taotais Lo Fong-lob (ex-Viceroy Li's Naval Secretary) and Wu Mou-ting (Woo Jim-pah, ex-compradore H, and S. Bank, Tientsin), the Emperor has sent emissaries to make enquiries on the spot. The secusations are, according to our Shanghai morning contemporary, said to relate to the administration of the Pelyang fleet nowarranted acceptance of Captain Lang's resignation; supporting fellow-provincials to the exclusion of more worthy and braver naval officers, and peculation which led to the insufficient supply of war material to the ships at the critical moment.

LAST evening, at Thomas' Gill-gooms, Mr. T. H. Reid gave an exhibition of simultaneous chess-playing, undertaking to conduct nine [Henry of Battenberg (Prince), son of Prince Alexander of Hosse and of the Rhine, was born on Oct. 5th, 1858, and on July 21rd, 1854, married H.R.H. the Princers Beatrice, born April 14th, 1847, and has two sons and a daughter. His Royal Highness (a title conferred upon him on his marriage) is Governor of the Isla of Wight, and of Carisbrook Castle.—Men and Women of the games against members of the Chess Club at once. Mr. Reid won seven games, drew two and lost one. The games counted as wins for Mesers Danenberg and Plercy, and Mr. Solly's second game were not played out, but the simultaneous playershad the advantage in all, Mr. Barlow's was the prettiest game, for though Reid was a piece up. Barlow had a hot attack. b.onroe doctrine has been ill received, and is It was a good draw. Hooper's draw Reid should have won by careful play, but there was no time to finish. This was the first simultaneous game seen in Hongkong for some time, and Mr. St. Petersburg and the Directors propose Reid is to be congratulated upon the success establishing branches in the chief European and

attending his efforts. MR. J. W. CARRINGTON, Q.C., who has just been appointed Chief Justice of Hongkong, was educated at Codrington College, Barbados, and Lincoln College, Oxford, and has filled several minor colonial appointments, including those of Chief Justice of Tobago and St. Lucia. He was appointed Acting Chief Justice of Grenada in 1886, and Attorney-General of British Guiana in 1888. He is the author of works on the laws of the colonies with which he has been assoclated. Sir Fielding Clarke, who vacates the Chief Justiceship of Honghong to occupy a similar post at Jamaica, has been fifteen years in the Colonial service, having gone to Fiji as Attorney General in 1881. He is only a little over forty years of age, and is one of the most popular officials in the colonies. He was not long in Fiji before he was promoted to be Chief Justice of that Colony and Chief Judicial Commissioner for the Western Pacific. Six years ago ne was appointed to a Poisce Judge. ship in Hongkong, but in 1802 he became Chief Tustice of the Colony. His promotion to Ismaica will give general satisfaction.

COLONIAL CADETSHIPS.

Mr. Chamberlain has cancelled the regulations under which competitive examinations for THE total value of the imports into Japan during | colonial cadetahips bave hitherto been held, and the Civil Service Commissioners have sgreed that examinations for these appointments shall in future be held simultaneously with the examinations for Class I clerkships in the Home Civil Service and for the Indian Civil Service, under regulations identical, so far as the subjects Cosmopolitan Dock where repairs will be of examinations are concerned, with those prescribed for the Class I and Indian Civil Service schemes. The change will come into effect at the examination to be he'd in August, 1896, if any vacancies for colonial cadetahips are then offered for competition.

under this or any other system of examination long as they are in port. for many long years to come. We are burdened at the moment with very mahy. very long time to come, and if we could get rid of seconded by Captain Morgan, was carried, the

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

VIFTH ANNUAL MEETING.

The fifth annual meeting of members of the above named. Association was held in the B.M.M.O.A. Rooms, No. 17 Praya Central, last night. Captain B. Branch (Hon, Treasurer) presided, and there were also present Captain T. Hall (Commander steemship Namea) Captain Morgan and Captain R. Curti, and Messrs. W. Thom, D. Shearer, J. Greey, H. Allen, F. W. Evans, S. Badeley, J. Thomas, Captain I. E. McArthur (Secretary) and several others, The Secretary having read the notice convening the meeting,

Captain Branch said :- Gentlemen, it affords night to commemorate the filth anniversary able store of provisions, however increased, will association. During the brief period of its sequently, fortifications and military strength existence this Association has accomplished a adequate to resist invasion will be powerless to good deal for the benefit of the members of the avert national disaster. That the protection of profession, and its establishment has, under the commerce at sea is, therefore, vital to the people wise control and invaluable guidance of these who of this country, and especially to the working have kindly filled the position of President, I am | classes. That commerce can be guarded only glad to think and believe, resulted in the main- by a supremely powerful navy, able to assert and tenance of highly desirable cordial relations to maintain the command of the ses. with our employers (applause). If no other Second.—To convince every taxpayer and result had emanated from the foundation of this overy politican that judicious expandi ure upon Association in this great scaport I am fully the navy is, for the nation, only the ordinary persuaded that we shall have no cause to insurance which no same person grudges in regret the d'y, just about five years ago, private affairs, applied to risks appalling in their were able to consider this Association a thorough, "going concern" (renewed applause). In the course of five years there support of all classes in maintaining the Fleet have been several changes in the management and direction of this institution. The cold, relentless hand of Death has deprived us of the services of two Presidents who took a warm interest in our affairs. Nothing daunted, however, we've persevered and after receiving much timely aid from Captain Tillet we are now, as you all know, much indebted to Mr. J. J. Francis, Q.C., for kindly accepting office as discreditable scares, President. I sm glad to be able to report to you that I had the pleasure of an interview with My. Francis this afternoon, and was asked by him to inform you that had he been well enough he would have been very glad to be present to-night, but unfortunately that was out of the question, although I am very glad to be able to state that he is now on the high road to the complete recovery of his wonted health and strength (hear, hear, and applause) To turn to the business before us, I may state that financially we are in a better position than at the end of the half-year ending 30th June, 1805. Although we have had to write off about \$600 for bad debts yet we have a satisfactory credit balance in the bank (agplause), as you will see by the statement of accounts now laid before you and the passing of which I beg to move. I feel it my duty to urge you to use your influence to bring new members into the fold for there is room for improvement in respect membership. There must be a good many members of the profession standing out who ought to belong to this Association, and to whom the \$1 monthly subscription would be no burden. I am very willing to admit that our worthy Secretary has brought in several new members during the past months, but what I wish to lay stress upon is my opinion that a very great deal might me accomplished by the members, especially the members of the Committee, never losing, an opportunity to induce a brother officer join the B.M.M.O.A. ((spplante), The accounts do not call for any special comment

report and statement of accounts as presented be adopted and passed. motion, and on being put to the vote it was Account.

and if there are no questions I shall be glad if

carried unanimously. The Chairman then proceeded to read suggestions sent in by members, and a lengthy discussion followed, resulting in Rule 24 being smended, making the subscription for members ashore \$2 per mensem, while rule to was amended with a view to exempting members absent from the Colony for six months from the payment of "absent fees," and providing, further that Rule to should in future apply to a

annusi members." The question of admitting aliens to member ship was raised, and it was unanimously decided to refrain from making any radical change in the constitution and rules of the A sociation, it being generally conceded by the members that the present was, owing to the possibility tof the Certificated Officers Bill becoming law at no very distant date, a very unsuitable time to discuss this once vexed question.

RE THE "BONNINGTON,"

After some further discussion about the management of the Association it was decided to give a smoking concert in the Rooms at a comparatively early date, and then the Chairman, in the course of lengthy speech, drew the attention of the members to the rescue of the Boxningion by the steamer Boynton. He said he felt sure some of his hearers could realize the full extent of the terrible anxiety which the accident to the boller of the Bonnington must have caused to the gallant crew, one and all of whom appeared to have worked, as British sailors only know how to work, heroically to save their ship. He was at a loss for language wherein to express his admiration for the Captain and crew of that ill-fated vessel, which had been posted a Lloyd's as missing, and he felt convinced that, irrespective of admiration for their pluck and determination, the scalaring community must be especially pleased not only because the crew had ercaped with their lives but also for the very good reason that we should probably soon be in a position to learn from a careful examination of the engine room of the Bonnington, of her boiler and fittings, and from the evidence of her master, engineers and crow what the true cause of the accident was, and—what was more important still—how to avoid a repetition of such a disaster. Who was to say that the loss of many a steamer which had left port apparently well found and had never again been heard of Fixed Deposits with the Hongkong and going clean through the side of a ship? In this care the ship's sides were made excellent material, so that, although they were buiged out yet the plates held fairly well together and this, added to the amariness. promittede and skill of the crew, respited in one of the most miraculous escapes from maritime disaster he had ever heard of. He then moved amidst loud applause :--"That this Association has read the reports

of the experiences of the crew of the Bonnington with the despest interest: warmly congratulates Captain Leighton and bis crew on the splendid success which crowned their efforts to save their thin ; and begs to tender to the said Captain and craw this expression of its admiration and condolence." Captain T. Hall said he heartily concurred in all that Captain Branch had said, and had very great pleasure in seconding the resolution.

The resolution was carried unanimously and the Secretary was instructed to forward a copy of [We sincerely hope that Hongkong will not be | it to Captain Leighton and lavite him, his officers called on to welcome any more colonial cadets | and engineers to make free use of the Rooms as After some discussion about the arrangements | Dr.

for the proposed "smoker" a vote of thanks to

the Chairman, moved by Mr. Shearer and

performed his duty during his tenure of office, on the motion of Mr. W. Thom, seconded by Mr. Thomas.

THE OBJECTS OF THE NAVY LEAGUE.

"A Friend " contributes the following to the

Navy League Yournal respecting the objects of

the League :-First.-To bring home to every man, woman and child in the United Kingdom that the bulk of the raw material used in our manufactures, and two thirds of the food we cat, is transported across the sea. That, if the supply of material and the export of manufactured products is arrested, the wage fund will disappear; so that the purchasing power of the people must prove me no little pleasure to meet you here to- utterly inadequate to their needs, and the availthe birthday of this purely British be entirely beyond their means. That, con-

nature and extent.

Third.-To enlist, on national grounds, the at the regul ite standard of strength, and to denounce any shortcomings in this respect.

Fourth.-To insist that the question of the Navy lies above and beyond all considerations of party politics, that a sudden development of naval strength is impossible, and that continuity of preparation is the essence of national security, and the only preventative of rulnous and

Fifth.—Throughout the Empire to explain by lectures, by the dissemination of literature, by meetings, and by private propagands, how naval supremacy, the heritage handed down by generations of British scamar, has been alike the source of national prosperity and the sure safeguard of the libertles of the people in periods of

Sixth, and finally.--By inculcating and strenuously upholding the p inciples of a great national policy based upon sea power, to bind together the scattered members of the Empire into one great whole, united in interests as in heart, and prepared to maintain intact in territory, and unternished in honour, the splendid inheritance received from our forefathers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED AND REDUCED.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders, to be held at the office of the Company, Bank Buildings, on the 31st instant

The Directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premia of insurance, and all other out-goings, there remains, Including \$31,065.49 brought forward from last account, the sum of \$154.064.36 at credit of Profit and Lors Account. From this amount the Directors recommend that a dividend one of you will record my motion, that the for the half-year of 61 per cent, on Capital, or \$104,000, be paid to shareholders, that \$45,000 be written off the value of steamers, and that the Mr. D. Shearer seconded the Chairman's balance of \$5,064.36 be carried forward to New

The steamer's earnings compare very favourably with those of the corresponding six months. of 1894, the net resilt, notwithstanding a considerable increase of running expenses, showing an improvement of about \$23,000.

During the half-year under review the Powar has undergone considerable repairs, the principal item being a new keel plate. Haungshan also was docked twice for painting and repairs. All the steamers of the Company are in good running order. The increase in value of the Company's

Share Investments has been passed to a special secount called "Investment Fluctuation Account" and will be available to meet any future depreciation of values..... Mesers Palmer & Turner have re-valued the

properties mortgaged to the Company and consider them good securi'y for the amounts At extraordinary meetings of shareholders

held on the goth September and 16th October, it was resolved to reduce the Capital of the Company to \$1,200,000 by returning to shareholders \$5 per share, thus reducing the fully paid up amount of the shares from \$20 to \$15, and the necessary steps are being taken to carry this resolution into effect The Directors deeply regret the death of

Mr. Poon Pong, a member of the Board. The retiring auditors, Messrs. A. O'D. Gourdin and F. Handerson, offer themselves for re-elec-

E. R. BELILIOS. Chairman.

Hongkong, 22nd January, 1896.

of 4 steamers and 4ths of	
whatves	900,000.0 20,000.0
cargo-boat and what cargo	
EC	1,000.0
iron lighter Sun Lee	10,000 0
Coal and stores	3.662.5
Spare Gear	9,312 6
Forniure	750.0

57,650.00 Chinese Bonds 1 034 48 Loans on Morigage 858.475 00 Property Foreclosed

and Shanghal Banking Core 345,000,00 Cash with the Hongkong and Shanghai Banking Corporation on Carrent Account Interest accrued to date

26,987 62 Sundry Debtors 13.642.85

82,404,972 37 Amount of Capital, 80 000 shares

of \$20 each, fully paid up..... 1,000,000,00 . at Credit of Depreciation and Inturace Fund 600,000,00 at Credit of Equalization of Dividend Fund Q.000,C0 12.437.54 28,782.97

Investment Fluctuation Account... Unclaimed dividends...... Sandry creditors..... Amount at Credit of Profit and Loss Account

154,064.36 \$1,405,072.37

PROTIE AND LOSS ACCOUNT. Dec. 31, 1801, To smeunt paid for repairs !-To Steemers, 3 23,447,77 " Whires, 3,228.70

Lighters, 68.03

" Directors and Auditors' Fees " Amount of Bad Debt written off. Balance to be appropriated, viz :-Dividerd at 61 % on \$1 600,000,\$104,000.00 To be written off value of Steamers..... 45,000,00 To be carried to New June 10th, 1805. By amount brought forward from last account,\$ December 31st. .. Net Estoings of Steamers,..... Interest on Investments Transfer Fees, DEPRECIATION AND INSURANCE FUND. Dec. 31st, 1995. To Balance...... 600,000.00 June 30th, 1805. IQUALIZATION OF DIVIDING FUND. Dec. 31st, 1895. To Balance..... 9,000.00 9,000,00 Tune 1016.1 1895. By amount at credit 0.000.00 T. ARNOLD. Secretary. Hongkong, 22nd January, 1896. We have compared the above statement with the books; vouchers, and sccurities of the Company, and certify the same to be correct. A O'D. GOURDIN, } Auditors. F. HENDERSON,

ADMIRAL MAKAROFF'S SCHEME FOR MINIMIZING THE EFFECTS OF COLITSIONS.

MERTING AT THE CITY HALL.

and received such general attention and approval as to lead to its adoption by most European navies. He has also occupied himself with the study of the improvement of bulkheads, etc., and the importance of his ideas in this latter connection so favourably impressed Mr. Morley, Excellency. At this time Admiral Makaroff may be stopped. Twenty-five years ago will be followed with close attention by all

present. (Loud applause).

3.250.00 place the skin of the ship is penetrated from | that from the moment one ship touched the After collision the false, nose will present the the effects of the value of the "buffer" being 112.64 | the gunwale to the waterline, and an immense | other to the moment when the vessel was stopped | appearance as shown in the diagram. The ship's | clearly demonstrated. At the same time be 31.065.49 place in future, notwithstanding any rules happened, in the other the damage was very their plans and submit them to experts for terrible loss of life recorded would have been 109,425.98 navigation safer. The second remedy is the Pamiat Axova she would have gone to the passed making it compulsory for every ship to Makaroff's scheme merited careful considera-41,426.61 to minimize the effect of collisions, and on bottom. In order to demonstrate the difference be provided with a false nose. Unfortunately in tion and study 216.50 this point I shall speak afterwards in detail. between touching the skin with a ram which is this matter everybody is interested in a general Admiral Makaroff then called attention to the 9,000 00 answer "Yes;" and he is perfectly right, experiment is analogous with what happened in on the necessary experiments, then progress is Admiral Makaroff for his very lucid explanation when a compartment is filled with water the nothing has been done to minimize the effect of [(Prolonged Applause.) ... pressure which the bulkhead is subjected to is | collision? We see improvements in every other very heavy, and I think the only way to be branch of ship-building. Why, then, is such an to those in which they will be after the most necessary improvement. I believe I shall be made. compartment is filled with water. Allow not burt anybody's feelings if I say that the main me to give you an example. Now only few reason why ships are not improved in this way manufacturers know how to make guns is the false supposition that they cannot be strong enough to resist the immense pressure improved. "I believe this is really due to preof powder, and nobody dare make a gun with judice; at any rate no scientist has yet proved inferior metal for the simple reason that this supposition. It is everybody's fault that this Yesterday afternoon His Excellency Admiral every gun is put to a very severe trial before it prejudice exists. Quand tout le monde a tort Makeroff, of the Russian Navy, met a number is taken from the bands of the makers. If this | tout le monde a raison. Where there is a preof leading residents in the Chamber of Com- condition were not insisted upon anybody could judice there is no progress, and the first thing merce Room. City Hall, and explained to make a gun which would resemble the very best | that we have to do is to remove the prejudice. had not been able to try his buffer on a large them his scheme for minimizing the effects specimen, but it is certain that the first time the As soon as we believe that ships can be improved of collisions at sea. Hon. A. McConachie gun was fired it would be blown to pieces. If in the desired way they will be improved in a Nicolas I with a small model had proved and there was a very large we cannot accept guns, capstans, whoches, etc., very short time. It is taken for granted that the eminently successful. attendance, including Commodore Boyes, R.N., without trial, why do we accept bulkbeads energy of a blow which is developed by one ship Mr. Whiting-I have had the advantage of Commander R. Murray Rumsey (Harbour without trial? I propose that when a ship has striking another is so very great that no means witnessing the very interesting experiments Master), Commander W. C. H. Hastings, Hon. been fitted with engines, bollers, watertight can be devised to absorb it without injuring the which his Excellency Admirol Makaroff has J. J. Bell-Irving, Hon, E. R. Belilloz, C.M.G., doors, and everything else which cannot be ship's skin. Let us see if this is so. A big froncist | carried out. I may say in the first place that Capiain Tunnard, R.N., J. J. Francis, Q.C., damaged by water, a trial of the bulkheads, of 10,000 tons ramming at five knots speed gives | the whole question has occupied the attention of Captain A. Tillett, Captain E. Burnie, (Lloyds should take place by filling the compartments a striking blow of 15,000 foot tons, while the shipbuilders for the last fifty years—ever since Surveyor), Captain G. C. Anderson, Messrs. with fresh water to the upper part of the bulk- muzzle energy of one 12-inch projectile is 20,000 | ships have been built of fron-and the subject A. Wooley, R. Shewan, T. Jeckson, St. C. heads. This trial ought to be made in the foot tons. You know very well when you propel has hitherto been approached from just the Michaelsen, W. Ramany, N. J. Ede, W. H. Ray, presence of competent efficials, who should the projectile with this energy one way the gun opposite direction to that explained by Admiral R. M. Gray, M. D. Ezekiel, N. A. Siebs, G. C. certify that the bulkbeads are strong enough to and the carriage are thrown with the very same | Makaroff. Whereas Admiral Makaroff socks Cox, J. B. Duncan, and others interested in withstand the full pressure of water, and that energy into the opposite direction. Should to introduce a buffer on the nose of the they are watertight. This trial over, the boilers, nothing be arranged to withstand this blow a lot striking ship, it has ordinarily been The Chairman said:- On the invitation of the cylinders, pipes., etc., can then be covered with of damage would necessarily follow. But attempted to devise a scheme whereby the Cham'er of Commerce H.E. Admiral Makareff the usual non-conducting composition and the hydraulic buffers easily absorb this energy in a ship struck would be proof against disastrous has kindly consented to come here to-day for cable fittings put in their proper place. Probably space of two feet, and really the shock is scarcely results after collision. The idea fell into disuse the purpose of explaining his scheme for mini- all this work will occupy a week or so, but the felt on board the ship. If it was a question of until about eighteen years ago, when the mizing the effects of collisions between ships. loss of time will be amply compensated for by absorbing the energy of the big ironclad striking Admirally, for purely military purposes, thought 35-I may mention that His Excellency has occupied the ship being guaranteed absolutely trustworthy perpendicularly on some firm solid block strong. It would be desirable to use merchant ships for 51-Rulla Sinch v. J. L. da Cruz and himself in the study of similar schemes since he in this respect. If the collision takes place upon enough to receive that blow, then an ordinary 12. | war purposes, and a large number of bulkhead was a young lieutenant, and some twenty years one of the main bulkheads, two compartments | 12-inch gun's buffer fixed on the ram would take | subdivisions were introduced into the ships, ago one of his loventions-" a collision mat" are filled with water. In order to avoid this I the whole energy of the 10,000 ton ship striking | that time-in1877 or 1878—there were not twenty was exhibited at an exhibition held in Vienna. I propose that each main bulkhead should be supplied with extra small watertight compartments at the side of the ship and from ten to twelve feet wide. Then the collision would only affect one bulkhead of these small compartments. and the result would be that instead of two big compartments being filled with water only one big Chief Engineer to Sir E. J. Reed, the great | compartment and the little one would be flooded. naval constructor, that he publicly lectured in The fourth remedy for preserving the safety of London on the suggestions advanced by His | the ship consists of a means whereby leaking was only beginning, as it were, his naval career, | proposed the use of collision mats; one of them but his own Government very soon recognized was exhibited at the Vienna Exhibition and the great ability of their young officer, and every man-of-war of every nation has them now. rewarded him by rapid promotions. I feel sure | Lately I have improved this apparatus, but the ex lanations we are about to listen to, although they are invaluable on men-of-war I do coming from 'such a distinguished naval officer | not think they will be ever accepted for merchant and bearing on such an important subject as | ships, because in order to use them to advantage the reducing of the risk to life and property, the crew must be regularly drilled. I do not say the mats are useless for commercial ships, but there are many more important improvements which Admiral Makaroff-Mr. McConachie and have prior claims to our attention. Now I return gentlemen; I have to thank the Chairman of to the second remedy. The general opinion is this Society for giving me the opportunity to-day | that the colliding blow is so very powerful that of putting before so many distinguished persons | nothing can minimise the effect of it | but I can as are present here the results of my studies, give proofs that even when the force of the blow you the following example. Suppose I see the other test but the hose to apply, but it must be and I am further gratified by seeing Commedore is comparatively slight the skin of the ship is Chairman in danger and I wish to move him in borne in mind that very elaborate calculations Bayes here, as it shows that the subject I am penetrated. As a matter of fact the vertical order to save him. If I try to move him by can be made, and I can speak in an impersonal about to speak upon medits attention. I need not stem acts as a knife and way little energy pressing him with the point of a sharp knife I way because they are made by members of tell you that collisions are very frequent in these is required to penetrate the skin of the ship am sure to kill or at least to wound him before Lloyd's Registry and also by the Bulkhead days. I have no statistics, but every one reading which is sun into. We know, for instance, that the force of my blow sends him backward. Committee which sat about three years ago, any of the big morning newspapers finds there the Crathie, the steamer, which sank the big Now suppose I push him with the flat of my Very useful work indeed was done by the almost every day some information about ocean liner Ribe, was of very small dimensions, hand. He will be neither wounded nor killed; Bulkhead Committee, and some valuable expericollisions at sea and their fatal consequences, and struck" when she was going at a very he will simply be moved from his place. This ments were made as to the strength of bulk-In some cases the newspapers give particular moderate rate of speed. Everybody knows that clearly shows that the solution of the problem heads, so I think we may take it that now we yesterday. details; but more often the seport is very brief the Bibs went to the bottom in a very short is to build a ship in such a way that ther fore- know very nearly, all we want to know as to and simply states that such and such a ship space of time and only a few of the passengers | part should be sharp while she is propelled what amount of stiffening is required in specific went to the bottom, and so may lives were lost, and crow were saved. I was witheas of a through the water, but that at the moment cases to make the bulkhead absolutely reliable Everyone of us is so much accustomed to read similar case in the Bosphorus. A Russian the nose of the ship touches the skin of in case of collision. Indeed, bulkbeads may such information that we do not ask ouselves steamer, Anove, touched a big French mail another her fore-part should collapse and present be taken as reliable in all first class steamers; whether it is really unavoidable that after a steamer, the Provence. The speed of the a flat surface. The power of the shock will con- they will not forsake you just as the moment collision one ship or both of them should go to Azove at the moment of collision was not sequently be distributed over a wide surface of of trial. With regard to the look stopper, the bottom. It is taken for granted that from more than two or three knots, but her the skin, bending Inside ribs, beams, etc., with there is very little doubt that telying upon time to time ships coilide and sink, and I believe stem made a hole in the skin of the Provence, out making a hole in the skin. Some part of that is like relying on a broken reed. If nform us that the "Ben," line steamer this sort of information produces less impression and the latter immediately went to the bottom. | the power of the shock will be exerted in collaps, you make a hole six inches square and ten feet | Benmohr, from Leith, Antwerp and London, I may give another example which occurred less | ing the fore part of the colliding ship, and if this | below the water line, a thousand tons of water left Singapore to-day for this port. time to time a court of laquiry or court-martial than a year ago, also in my presence, in the part is designed properly the collapse will absorb an hour comes into the boat, and it is hardly investigates the details of the collision, but it is harbour of Chefoo, when a torpedo-catcher of the greater portion of the blow. It would be necessary to say that there a few yessels that 400 tons displacement and of a very light most desirable that at the moment of touching can have any appliances for turning out that question as to who is responsible for the collision; | construction, touched the cruiser Pamiai Asova, | the false nose should begin collapsing before the | amount of water. Then, coming directly to and very little notice is generally taken of the and although the stem of the torpedo catcher skin of the other ship begins to give way. The the method proposed by Admiral Maka-the buoyancy is sufficient to keep a vessel sfloat armour at the waterline an immense sush of ing the shock-may be it will be possible to energy that it shall crush up useless: material Phra Chom Klao ... should one of the compariments be filled with water into the vessel would have followed, sltogether avoid damage to the vessel which is and so save the vessel from foundering. Admiral Poschow water. But generally when collisions occur there It is a known fact that two years ago a torpedo struck by so arranging the false nose that the Makaroff very wisely limited his method to low Taisang The passengers are intent upon their own of-war and the skin of the latter was penetrated. smashing this nose. By that time the ship which | Centurion, say, going fifteen knots. The salvation, and the captain and crew are I believe the examples which I have given are strikes will lose the greater part of her speed, and energy in that vessel is so enormous that it busy making such preparations as they have sufficient to prove that, however slight the blow | the other will recede in a corresponding manner. | would be very difficult to frostrate it. But time for to desert the ship. As a conse- is, the skin of the ship collided with is of a Let us examine the question whether ships can when you come to a speed of four or five knots quence it is taken for granted that the collision | certainty damaged, and a rush of water follows. be provided with a false nose strong enough to | there is very little doubt indeed that some applitook place at the bulkhead, and for this reason It is believed that nothing can be done to resist the effect of the sea and weak enough ance of this kind would do a very great deal to two big compartments were filled with water. minimise the effect of collisions because the to give way at the moment of collision. I feel promote the safety of the vessel struck. I hope May be it will all also be suggested that one of blows are so very, heavy but this does not mean that engineers whom I see in this audience are I am not speaking at too great length on this

and so sharp that the montent collicion take their on board could hear his took. This proves and the shall will play the sold of a pillow-chief.

alderably. Experiments show us that if the water. In consequence, however, of In order to show the difference of the effect of the shout five feet above the water line. Wit

rush of water into the vessel is the result. the colliding ship made a progress of may be nose wit not be damaged, and as generally there very much doubted if, in the case of large ships, Let us go into the details of the collision so only one foot. It also proves that very little is is no cargo in the fore compartment of the ship going at a high rate of speed, any such appliance that we can ascertain whether any remedies can needed to prevent damage. But in the in front of the collision bulkhead, it will be the would save the ship which was rammed. From be applied to lessen the danger. I shall try to case of the Pamiat Asova the crew of work of a few hours to unfasten the bolts and his own experience he knew that there were be as brief as possible, but, in order that you | the torpedo catcher were not in the least | remove the smashed false note in order that the | occasions when such an arrangement as Admiral should better understand, let us look at the effected by the force of the blow. This ship may continue ber voyage as if nothing had. Makaroff had explained to them would probably matter from every point of view. The first and shows that the resistance of the ship's side happened. I believe that it is necessary to entry prevent loss of life. He instanced the case of best remedy which one can propose is to avoid a when the skin is penetrated is very small in on experiments on a large scale in order to find the Italian steamer Utopia, which in 1890, in collision altogether, and certainly every improve- comparison with the resistance of the skin out which is the best way of constructing the Gibraliar harbour, drifted down upon the ram ment in the rules of navigation is very im- before penetration. Is there not a striking false, note of the ship. The cost of these experi- of the butleship Anson, and was so seriously portant, but the conditions under which seamen | difference in the result of the two cases I have | ments will amount to only a trifling percentage | damaged that she sank almost immediately, have to navigate are sometimes so difficult that | just mentioned? While in one case the ships of the loss which is being continually caused by It such an apparatus had been ready, he believed it is perfectly certain that collisions will take continued their practice as if nothing had collisions. Let the best engineers work out the ship would not have foundered and the that may be proposed in order to make great, and I the Elbs had been in the place of examination. After this a general law might be prevented. He certainly throught Admiral The third remedy is to have watertight bulk- without a buffer and a ram with a buffer I manner but nobody in particular. Insurance r.mark of Mr. Whiting, that the small bulkheads heads, so disposed and so strongly built made some experiments a few weeks ago on that they shall localize the inflaw of water. board my fligship, Rmperor Nicholat I. Vice- interfere much with the particulars of the building. These were not the bulkheads that needed special bolkheads more efficient. I shall not trouble ramming westel was moved by a weight so as ships with a false nose then surely the number to. Owing to the water-tight doors, steam before you one single proposition which, in my an inch thickness of cotton cloth was made pany's income. Now should one shipowner put not invariably be depended upon. A very before she is taken from the hands of the ship- model and the ramming vessel made an his ships would be dearer than the ships only certain test was by means of filling builder. Capstans, rudder, engines, cranes, inroad of three-quarters of an inch, and of his competitors and carry less cargo, these compartments with water flush with winches everything, in fact, is tested in order to cut a hole two inches in length, which in The reasons mentioned before interfere very the deck. That was the only possible certain ensure that the whole of the fittings are quite scality means eight feet. When a similar experi- much with the furtherance of this improvement, guarantee that they would stand the strain in sound and capable of performing the work they ment was made with the buffer on the ram an | Only public opinion can give an effective inare meant for. Watertight bulkheads are inroad of only a quarter of inch was sufficient to centive to the matter, and really, if by subscripexcluded from this examination. If you ask a arrest the progress of the vessel, and the skin | tions a fund can be raised and given to the Board ship-builder if he has tried the buikheads he will was only slightly bent and not penetrated. This of Trade or to any institution which will carry because he has tested them as the the two before-mentioned cases. It shows that bound to follow. We are not bound to decide regulations require, that is, with a fire-hose, the model experiments, if properly carried out, the question in a moment, but everyone should tions he has made on this grave, subject of But I say this is not sufficient. If, after are very useful in testing the application of new be reminded that the loss of property from collisions, and to assure him that every collision, buikheads were not subjected to improvements. Does it not also show that some- collision is immense, and that almost every day person who has heard him to-day or who for a term of 999 Years. a more severe trial of their strength, then of thing can be done to minimise the effect of col- many lives are lost, owing to the absence of any course it would be all right, but unfortunately, lision? What is the reason, then, that up to now means to minimize the effect of collisions at sea.

address his Excellency, through the Chairman, heartily, and to give every consideration to his absolutely certain of the strength of the bulk- important item as this left without due attention? expressed his willingness to answer any ques- suggestions and to his views. (Loud applause) heads is to try them under similar conditions | There is something which interferes with this | tions, or to listen to any suggestions that might |

In answer to Mr. Wooley he stated that the ramming trials he had referred to were made with the ships going only six knots-fe, the rate at which the terpede-boot was going when she made the hole in the Pamiat Arova while the latter was at anchor in Chelon harbour.

In answer to Commander Rumsey he sated that, as experiments on a large scale by an individual would prove very expensive, he scale. Experiments made on the Emperor

at the speed of five knots. This example shows first class passenger steamships in the world 60-The Col Treasurer v. In Kak Kit that the energy of the blow is not so very of any nationality whatever which satisfied even 61enormous. Generally speaking a collision never the most rudimentary necessities for safety to 66occurs when the boats are going full speed. time of collision, and only a small hole below 81-Gain Stoph v. M H. Baotista..... Engloes are always reversed before the collision | the water line would cause a vessel to sink, as | 84-Gemail Slogh v Kare Slogh and takes place and that diminishes the speed con- there were no means to check the inflow of biggest ship in the world was going at full representations made to the Admiralty, the speed shead she could be brought to rest matter was gradually pushed forward, and now, three minutes after the engines are reversed owing to the efforts of Lloyd's and the Board of from full speed ahead to full speed astern. I Trade, all first class passenger steamships are have pointed out that the skin of the ship struck more or less provided with bulkheads against is penotrated because of the hatchet-like action | collision-always supposing that buikheads are | 06of the stem of the striking vessel. Should the reliable, Even now nows travels very slowly, 97-Sander Singh v. Shelk Bechoo ... fore part of the ship be flit the skin of the ship and I should be very sorry if this meeting 104-Sunder Singh v. T. M. Lopes and collided with would be battered in, but not closed without some information being given as broken. The effect of the collision would be to the conditions under which the bulkbeads damage more or less seriour, but there would be | are put into the vessels and the tests to no hole in the skin. Certainly it is impossible which they are subjected. At the present time, to build a ship with a flat nose, because such a in the Royal Navy, all buikheads of any ship could not be easily propelled, and besides, | moderate size and all compartments of moderate if we make the fore part of the ship flat we should size are actually filled with water, not only be safe only when the blow was perpendicular. to the level of water line, but generally sharp bow and the flat bow, allow me to give | regard to the larger compartments we have no

the buikheads could not stand such an immense | that nothing can be done in case of only a slight | more expert than I to declie this question. If | matter, but there is one other point I want presule and gave way at the critical moment, shock. I may give an example which will prove I wenture to propose something it is for the to speak about. There is no doubt about the Formerly collisions were not so fatal, as sailing that two ships may collide without damage simple reason that I wish to exchange ideas possibility of building such a structure as is ships, which are usually constructed with a being sustained by either. Thirty years ago upon the subject in order to arrive at a proper proposed by Admiral Makaroff, but whether it fiddle bow, have bowsprit and so much rigging Admiral Boutakoff wished to give his captains | conclusion. Let us imagine that the ness of the | could be always carried is not a matter I am In front that the effect of a collision is of course | the opportunity of ramming exercise. Two ship is built as usual, and that the false nose is competent to discuss. It seems to me to present minimized. It is also necessary to mention gue boats of 300 tons were employed for an additional part which can be put on or taken a great many difficulties. I have a doubt that in the old days the speed of ships was this purpose, and each boat was entirely off when necessary. I imagine that it ought to whether it would be readily capable of being dis. HONGKONG AND WHAMPOA DOCK RETURNS. ships were mostly of wood, which resists made diameter, made of very light trees and branches of an inch, and should run in front of the ship action. I do not say this is an insurmountable Chowfaminion of effectively than the thic plates of steel used at bound firmly together so as to present a as shown upon the disgram. Many little ribs difficulty, but I do not see now how the difficulty the present day. A fiddle bow usually damaged yielding shield. This protection was sufficient and stays inside ought to give enough strength can be overcome. How to minimize loss of life only the upper part of the ship, and before the to preserve the one vessel intact when sammed to the skin to enable it to resist the force of the and property through collision is a question that Names comments in water line could be reached the force of the by the other. It is true that the speed () the waves. The space between the false shell and certainly merits the attraction of the whole merblow had spent liself. The ships of to-day travel | reusels was never higher than six knots, but I | the ness of the ship ought to be filled with some | dantile world. (Applease.) at a high rate of speed; they have great dis- i myself saw that the concussion at the moment | soft, fibrous substance (not powder). This sub-

placement, and their vertical bow is so strong of ramming was so great that not one of the stance is intended to play the vole of a custion | lancy had told them, he had seen the experiments

It was at the beginning of my service that I Admiral Buller, Rear-Admiral Hoffmann, Com- of a ship. They are obliged for a certain per- attention and gave the most protection. It commenced to study this question, and some- modere Boyes, and many captains were invited | centage to guarantee any risk. If one Insurance | was the ones that were not tested and not thing was done in the Russian navy to make the to witness them. A model representing a Company insists upon shipowners providing properly protected that he had referred 600,000.00 you with the details of this most important to ram a model which represented the amidship of the Company's clients will diminish, and that pipes, etc., which pierced the large bulkbranch of ship building, but I venture to lay section of a ship. A small buffer of a quarter of will be followed by a diminution of the Com- heads, the most careful calculations could the fact that everything on board a ship is tested sam casily penetrated the skin of the other and cost about £200, and for this reason force be possible. He contended that the the time of need. (Applause.)

Mr. J. J. Francis-Mr. Chairman, as it seems there are no further questions. I beg to propose will be made acquainted through the newspipers with the fact that he has given his attention for so many years to so important a At the conclusion of his able and interesting subject will be prepared to thank him most

The vote of thanks was carried by acclamation. and the meeting thereupon terminated.

LEGAL INTELLIGENCE. SUPREME COURT. SUMMARY JURISDICTION.

(Before His Honour Mr. Justice Wise.) January 24th FIXTURES.

The following cases have been set down for the respective dates :--Monday, January 27 h. 39 - Chan King v. Lo Kun-chuen \$ 417.00 to be held on the spot, on Wednesday, January 20th. 74-LLSing v. G. R. Stevens 572.45

09-G. R. Stevens v. Li Sing Thursdam, January 30th, 1717-Chew Sow Kwong v. Cheong Kam Tai 86-Shun U Tang v. Official Receiver in Bankruptcy..... Juligment for the plaintiffs was given in the

following cases :-31-Yung Kong v. Leung Ko v Ngai Sing..... others 52-Gain Singh v. O. A. da Cruz and do. v Lui Lo v Ng Shing Kee Sunder Singh 00-Luk Man Tsun v. Wan Shan and

92 - Gulop Singh v F. W. Collins and G. A. Sous 03-Kala Singh v. J. C. da Cruz..... 05-G. P. Lammert v. C. Holdsworth do. v. Pop Kec & Co. 20.00 another 105-The Colonial Treasurer v. Ching Ko Sing

SHIPPING AND MAIL NEWS.

MAILS DUE : English (Ravenna) to-morrow. Indian (Lightning) to-morrow. American (China) a6th inst. Canadian (Empress of India) 28th Inst. Australian (Airlie) goth inst, Tacoma (Victoria) 5th prox. American (Afridi) 6th prox. American (Dorle) 29th prox.

THE P. M. S. S. Co.'s steamer China: with mails, etc., left Nagusaid for this port at 7 p.m.

THE Canadian Pacific Railway Co.'s steamship Empress of India arrived at Nagasaki at 8.30 p.m. yesterday, and left that port at 8 a.m. to day for Hongkong, vid Shanghai,

THE Agents (Messrs, Gibb, Livingston & Co.)

SHIPPING RETURNS. From 5 p.m. yesterday to 5 p.m. to-day. Canton. Swatow. Bangkok. Stangbal Shangbai.

DEPARTURES. Tacomasteamer, for Amoy, etc. Manile. Loosok Bangkok. Coast Ports Memnon Sandakan. Martha..... Saigon. Canton Swatow. Taban Singapore. Albingia Amoy. Petching Aggregating 12,310 tons register.

Aggregating 8,500 tons register.

Kong Beng Rhodora Cosmopolitan ARCONG Daniel Barnes Ontangamenterstersters n

This blow continuentes of

Masonic.



VICTORIA PRECEPTOI

REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FREE-MASONS' HALL, Zetland Street, on WEDNES. DAY, the 20th inst., at 5 for 5.30 p.m. precisely. Visiting Sir Knights are cordially invited to

Hangkong, 20th January, 1806

Auctions.

GOVERNMENT NOTIFICATION No. 11.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot on

MONDAY, the 27th day of Jennary, 1895, at 3 P.M., are published for general information. By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office. Hougkong, 11th January, 1896.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 27th day of January, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong,

PARTICULARS OF THE LOT.

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	<u> </u>	No. 1,365.	Bow- rington,	79	84.2	56.3	83	5,707	72	T. A.z.
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GOVERNMENT NOTIFICATION.

No. 12.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction. MONDAY.

the 27th day of January, 1896, at 4 F.M., are published for general information. By Command.

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 11th January, 1896. Particulars and Conditions of the letting by

Public Auction Sale, to be held on Monday, the 27th day of Jinuary, 1896, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

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"MASCOTTE," Captein Ross, will be despatched TO-MORROW, the 25th Instant, at Noon.

For Freight, apply to BRADLEY & Co., Hongkong, 24th January, 1896. OCEAN STEAMSUIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship" "ACHILLES,"

Captain Harvey, will be despatched as above | THE Steamship on MONDAY, the 27th instant. For Freight of Passage, apply to BUTTERFIELD & SWIRE. Agents.

Hongkong, 22nd January, 1906 EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

HE Steamship "MENMUIR," Captain Craig, will be despatched for the above Ports on WEDNESDAY, the 29th instant, at

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage. A Stewarders and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 22nd January, 1806. THE CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED. FOR LONDON, VIA PORTS OF CALL THE Company's Steamship

"KAISOW," E. Warrall, Commander, will be despatched as above on or about the noth instant. For Freight, apply to HOLLIDAY, WISE & Co.,

Hongkong, 14th January, 1806. FOR NEW YORK, VIA SUEZ CANAL. (Following the S.S. "POLYPHEMUS.") THE Steamship

"LENNOX" will be despatched about 4th February. S.S. "PORT ADELAIDE" will be despatched about 18th February. S.S. "GHAZEE"

will be despatched about 4th March. For Freight or Passage, apply to ... DODWELL, CARLILL & Co., Agents. Romakong, 4th January, 1806."

"SHIRE" LINE OF STEAMERS. FOR LONDON, HAMBURG AND ANTWERP. (To follow the S.S. "GLAMORGANSHIRE,") THE Steamship

"MERIONETHSHIRE," Captain Davies, will be despatched for the above Ports on or about the 8th February,

Plonghous, 2300 Jabuby, 1899,

For Freight or Passage, apply to DODWELL, CARLILL & Co.,

Intimations.



Shipping.

STRAMERS.

FOR SHANGHAL THE Steamship

"NANYANG," Captain F. Schulz, will be despatched for the above Port TO-MORROW, the 25th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSSEN. & Co. [189] Hongkong, 22rd January, 1806. "SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA THE Steamship

Cantain Brophy, will be despatched as above TO-MORROW, the 25th lostent, at 5 P.M., instead of as previously advertised. For Freight or Passage, apply to DODWELL, CARLILL & Co.,

Hongkong, 23rd January, 1806. [144 THE CHINA MUTUAL STEAM NAVIGA · TION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT VIA PORTS OF CALL. (Calling at ILOILO.) THE Company's Steamship

"CHINGWO," James Gray, Commander, will be despatched as above on or about the acth instant, instead of as previously advertised. For Freight, apply to

HOLLIDAY, WISE & Co., Hougkong, 21st January, 1896.

FOR SHANGHAL (Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANGTEZE.)

THE Steamer . "YUNG PING." Captain Clemens, will be despatched for the above Port on TUESDAY, the 28th instant, at

For Freight or Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 23rd January 1806

"SHIR " LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

"GLAMORGANSHIRE," Captain Vyvyan, will be despatched for the above Ports on TUESDAY, the 28th instant, instead of an previously advertised. For Freight or Passage, apply to DODWELL, CARLILL & Co.,

Agents. Hongkong, 14th January, 1896. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA.

Y'HE Company's Steamship Captain J. Kynoch, will be despatched as above on or about THURSDAY, the 30th instant.

For Freight or Passage, apply to ARDINE, MATHESON & Co., General Managers. Hongkong, 23rd January, 1896.

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL THE Company's Steamship

"ORESTES," Captain Pulford, will be despatched as above on SATURDAY, the 1st February. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongleong, 22nd January, 1896

SAILING VESSELS.

FOR NEW YORK 142 THE 3/3 L.I.I. American Ship "DANIEL BARNES,"

Rogers, Master, will load here for the above Pert. and will be despatched on or about the 13th February, For Freight, apply to CARLOWITZ & Co.

Hongkoug, 14th January, 1896. FOR NEW YORK. FIGHE 3/3 A.I.I. American Ship,

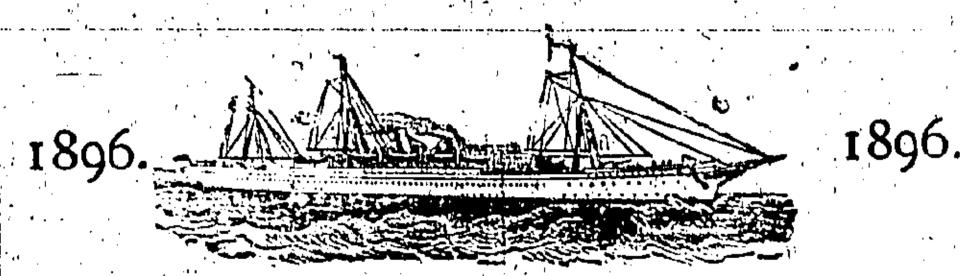
"JOHN R. KELLEY,", Captain Chapman, having arrived, will load here for the above Port, and will have quick For Freight, apply to

ARNHOLD, KARBERG & Co. Hougkong, 21st November, 1895. for san Francisco. THE 100 A. I. British Ship

*BRODICK CASTLE," Forguson, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to win the last Sant Of A Service Control BELLWAN & Co. Hongleang, 5th December, 1895.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



Punctuality. SPELD. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAL, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships-6,000 Tens-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF INDIA...Comdr, H. Pybus, R.N.R......WEDNESDAY, 19th February. EMPRESS OF JAPAN G. A. Loc, R.N.R........WEDNESDAY, 18th March, BMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 8th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halliax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Stralts, Good for 9 months,

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS | the Agency's Office until Noon on Monday, the (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

U. S. MAIL LINE.

PACIFIC MAIL STEAM-

SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Nagasaki, Kobe, In- | Saturday, 25th January,

Kobe, Inland Ses, Saturday, 8th Feb.

Yokohama & Hono- | - at Noop, 1896.

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, w/4

NAGASAKI, KOBE, INLAND SEA and

1896, at Noon, taking Passengers, and Freight

Steamers of this line pass through the IN-

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates may be

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco, including the

GRANDE, and NORTHERN PACIFIC RAIL-

WAYS; also the CANADIAN PACIFIC RAIL-

WAY on payment of £4 in addition to the

CITIES in the United States have, between

SAN FRANCISCO and CHICAGO, the option

of the SOUTHERN PACIFIC, CENTRAL

PACIFIC, UNION PACIFIC, DENVER and

RIO_GRANDE, and other direct connecting

Railways, and from Chicago to destination; the

Particulars of the various routes can b

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Service, to European

Officers in the service of Chins and Japan, and

Through Bills of Lading issued for trans-

pottation to Yokokama and other Japan Perts.

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railways, to

Havana, Trinidad, and Demerara, and to ports

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages will

be received at the Office until 3 P.M. same day

all Parcel Packages should be marked to ad-

Consular Involces to accompany Cargo des-

tined to Points beyond San Francisco, in the

Office in Sealed Envelopes, addressed to the

For futher information as to Passage and

Freight, apply to the Agency of the Company,

F. BLACKHEAD & CO...

SHIP-CHANDLERS, SAILMAKERS.

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

PRAYA CENTRAL, HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

<u>li</u> artmann's' rahtjen's genuine

HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

出来は600年裏壁がは初めて

REASONABLE PRIC

Hanghong, 18th July, 1504)

COMPOSITION RED HAND BRAND

J. S. VAN BUREN, Agent

in Mexico, Central and South America, by the

Company's and connecting Steamers,

dress in full ; value of same is required

Collector of Customs at San Francisco.

Hongkong, 6th January, 1856

No. 7, Praya Central,

to Government officials and their families.

Passengers holding Orders FOR OVERLAND

LAND SEA OF JAPAN, and call at Honolule,

and passengers are allowed to break their

or Jopan, the United States, and Europe

YOKOHAMA, on SATURDAY, the 25th Jan., 🖟

at Noon, 1806.

Saturday, 22nd Feb.,

at Noon.

City of Paking (via)

land Sea and Yoko-

hama]

China (via Nagasaki,)

lulu)

Peru (via Nagasaki,

Kobe, Inland Sea &

Yokohama)......

THE U.S. Mall Steamship

journey at any point se route.

obtained on application.

choice of direct lines.

had on application.

Hongkong, 22nd January, 1896.

OCCIDENTAL & ORIEN-TAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, HEXICO. CENTRAL AND SOUTH AMERICA AND

EUROPE: THE OVERLAND RAILWAYS ATLANTIC AND OTHER CONNECTING

STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Belgie (via Nagasaki,) Saturday, 1st Feb. Kob:, Inland Sea & at Noon.

Yokohama) Copile (via Nagosaki, Tuesday, 3rd March, Kobe, Inland Sea & > at Noon. Yokohama)

Gaelle (via Nagasaki.) Kobe, Inland Ses, | Saturday, 21st March, at Noon, 1896. Yokohama & Hono-Iula)

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 1st Feb., 1806, at Noon. Connection being made at

Yokohama with Steamers from Shanghal. Steamers of this line pass through the IN-SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO LAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route. regular tariil rate.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada, Rates, and particulars of the various Routes may be obtained apon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families. Passengers who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or wice werse) within one year, will be allowed a discount of ID per cent. This allowance does not apply to through fares for China and Japan to Europe. All PARCEL PACEAGES should be marked to

address in full; and same will be received at the Company's Office until Five F.M. the day previous to salling. Consular Invoices to accompany Cargo des-

tined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, United States, should be sent to the Company's San Francisco.

For further information as its Freight or Passage, apply to the Agency of the Company No. 7, Praya Central. J. S. VAN BUREN, Agent.

Hongkong, 14th January 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Beat Buildings Koneboue: atb. Maitch: tSet. 11

HORDDEUTSCHER LLOYD.

Mails.

NOTICE. STRAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ,

BLACK SEA AND BALTIC PORTS LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN

PORT SAID, NAPLES. GENOA.

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANTE,

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B .- CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILUNGS FROM HONGKONG

	1	
(Subject t	O ALTERATIO	24.)
Karlsruhe	Tuesday	4th Feb.
Prinz Heinrich	Tuesday	3rd Merch.
Preussen		
Sachsen	Trenday	1 28th April.
Karlsruhe	Tuesday	26th May.

Pring Heinrich ... | Tuesday ... | 23th June. N-TUESDAY, the 4th day of February, "KARLSRUHE," Captain H. Walter, with MAILS, PASSENGERS, SPECIE and CARGO. will leave this Port as above, calling at NAPLES

and GENOA Shipping Orders will be granted till Noon on SATURDAY, the 1st Feb. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 3rd Feb., and Parcels will be received at ard Feb. Contents of Packages are required. No Parcel Receipts will be signed for less th in \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement."

The Steamer has splendid Accommodation. and carries a Doctor and a Stewardess. Linen can be washed on board, For further Particulars, apply to.

Azents. Hongkong, 13th January, 18-6. NORTHERN PACIFIC STEAMSHIP AND RAILROAD

MELCHERS & Co.,

COMPANIES. VIA INLAND. SEA OF JAPAN." THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and

EASTERN CITIES of the United States and CAMADA and to EUROPE. HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table,

DOCTOR and STEWARDESS carried HONGKONG TO NEW YORK \$350. The Railroad 'ravelling is second to none on the American Continent. . Magnificent Scenery of the ROCKY and CASCADE MOUNTAINE. The YELLOWSTONE NATIONAL PARK foute. Passengers to EUROPE may proceed by one of the first

class Atlantic MAIL LINES. HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application. Special rates allowed to members of Govern ment Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJEC	PK.)			
Vicioria	3,167	Tuesday	! Feb.	11.
Hankow	3.594	Taceday	Mar.	10,
Tacoma	2,549	Toesday	April	7,
Victoria	7,167	Tuesday	May	5.

HE Steamship "VICTORIA," Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY, the 11th February, will proceed to VICTORIA.-B.C., and TACOMA, Wash., wid. SHANGHAI. KOBE and YOKOHAMA

Through Bills of Lading launed to Japan. Pacific Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate; and one coby must be sent forward by the steamer to the care of the Freight Agent, Northern Pacifiq

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to salling. For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents. Hongkong, 24th January, 1896,

Railroad, Tacoma, Wash.

RICKMERS LINE. RECULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO', ANTWERP

AND HAMBURG VIA SUEZ CANAL TO PENANG. SINGAPORE. "HONGKONG. SHANGHAI, HIOGO AND YOKOHAMA FROM HOME,

PROPOSED SAILINGS OF THE NEW ELEGAMY STEAMERS OF THE RICKMERS RICEMILLING, SHIPOWNING AND Shipbuilding Company of Brenem, (SUBJECT TO ALTERATIONS.) **

Dorothea Richmers	3,846	December.
Delka Richmers	3.700	January.
Maria Richmers		
Holono Richmers	3,233	March.
Sophie Richmers	3,249	April.
Ellen Richmers		
Elisabeth Richmors		
PPOM TH		}

VIA SINGAPORE. to havre, bremen and hamburg, and other Continental Ports, if sufficient isducement offers.

Taking Cargo at through rates to ANTWERP, AMSTERDAM and ROTTERDAM).

PROPOSED SAILINGS. (SUBJECT TO ALTERATIONS). Dorothea kithmers 3,846 Pobrusty. Deike Richmers 3,700 | March.

Maria Richmers | 5,500 | April, Helene Richmers 3,233 | May. To E. Steamers .. are all .. FIRST-CLASS. RISKS and are supplied with all the

modern Appliances and powerful Engines," For further Particulars, apply toarnhold, karberg & Co.,

Hongkong, January, 1896.

Printed, and Published by CHESNEY DUNCAM IN No. 6, Police's MIL, is the chil of Tenario, Vienettone,